

The FAA also has asked the ARAC determine if rulemaking action (e.g., final rule, withdrawal) should be taken, or advisory material should be issued. If so, ARAC has been asked to prepare the necessary documents, including economic analysis, to justify and carry out its recommendation(s).

#### ARAC Acceptance of Task

ARAC has accepted the task and has chosen to assign it to the existing Part 65 Working Group. The working group serves as staff to ARAC to assist ARAC in the analysis of the assigned task. Working group recommendations must be reviewed and approved by ARAC. If ARAC accepts the working group's recommendations, it forwards them to the FAA as ARAC recommendations.

#### Working Group Activity

The Part 65 Working Group is expected to comply with the procedures adopted by ARAC. As part of the procedures, the working group is expected to:

1. Recommend a work plan for completion of the task, including the rationale supporting such a plan, for consideration at the meeting of ARAC to consider air carrier/general aviation maintenance issues held following publication of this notice.
2. Give a detailed conceptual presentation of the proposed recommendations, prior to proceeding with the work, stated in item 3 below.
3. For each task, draft appropriate regulatory documents with supporting economic and other required analyses, and/or any other related guidance material or collateral documents the working group determines to be appropriate; or, if new or revised requirements or compliance methods are not recommended, a draft report stating the rationale for not making such recommendations.
4. Provide a status report at each meeting of ARAC held to consider air carrier/general aviation maintenance issues.

#### Participation in the Working Group

The Part 65 Working Group is composed of experts having an interest in the assigned task. A working group member need not be a representative of a member of the full committee.

An individual who has expertise in the subject matter and wishes to become a member of the working group should write to the person listed under the caption **FOR FURTHER INFORMATION CONTACT** expressing the desire, describing his or her interest in the task, and stating the expertise he or she would bring to the working group. The

request will be reviewed by the assistant chair, the assistant executive director, and the working group chair, and the individual will be advised whether or not the request can be accommodated.

The Secretary of Transportation has determined that the formation and use of ARAC are necessary and in the public interest in connection with the performance of duties imposed on the FAA by law.

Meetings of ARAC will be open to the public, except as authorized by section 10(d) of the Federal Aviation Committee Act. Meetings of the Part 65 Working Group will not be open to the public, except to the extent that individuals with an interest and expertise are selected to participate. No public announcement of working group meetings will be made.

Issued in Washington, DC, on August 14, 1995.

**Frederick J. Leonelli,**

*Assistant Executive Director for Air Carrier/  
General Aviation Maintenance Issues,  
Aviation Rulemaking Advisory Committee.*

[FR Doc. 95-20683 Filed 8-18-95; 8:45 am]

BILLING CODE 4910-13-M

#### Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Albert J. Ellis Airport, Jacksonville, NC

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of intent to rule on application.

**SUMMARY:** The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Albert J. Ellis Airport, Jacksonville, North Carolina under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

**DATES:** Comments must be received on or before September 20, 1995.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Federal Aviation Administration, Atlanta Airports District Office, Campus Building, 1701 Columbia Avenue, Suite 2-260, College Park, GA 30337-2747.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mr. D. Barrett, Director of Aviation, Albert J. Ellis Airport at the following address: Mr. D. Barrett, Director of Aviation, Albert J.

Ellis Airport, 264 A. J. Ellis Airport Road, Richlands, North Carolina 28574.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the Onslow County, North Carolina under section 158.23 of Part 158.

#### FOR FURTHER INFORMATION CONTACT:

Mr. Walter Bauer, Program Manager, Atlanta Airports District Office, Campus Building, 1701 Columbia Avenue, Suite 2-260, Atlanta, Georgia, 30337-2747, telephone number (404) 305-7142. The application may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public comment on the application to impose and use the revenue from a PFC at Albert J. Ellis Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On August 9, 1995, the FAA determined that the application to impose and use the revenue from a PFC submitted by Onslow County, North Carolina was substantially complete within the requirements of section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than November 11, 1995.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00

Proposed charge effective date:

December 1, 1995

Proposed charge expiration date: August 24, 1998

Total estimated PFC revenue:

\$714,712.00

Brief description of proposed projects:

1. Preparation of PFC Application.
2. Recover Local Share From AIP 10, 11, 12, & 13.
3. Interactive Training System.
4. Maintenance Bay and Passenger Lift Storage Facility.
5. Terminal Emergency Auxiliary Power.
6. National Storm Water Pollution Act Plan.
7. Rehabilitate Airport Beacon.
8. High Intensity Runway Lights.
9. Runup Aprons.
10. Rehabilitate Service Road.
11. Sanitary Sewer Line.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: NONE

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT**. In addition, any

person may, upon request, inspect the application, notice and other documents germane to the application in person at: Albert J. Ellis Airport, 264 A. J. Ellis Airport Road, Richlands, North Carolina.

Issued in Atlanta, Georgia on August 9, 1995.

**Dell T. Jernigan,**

*Manager, Atlanta Airports District Office, Southern Region.*

[FR Doc. 95-20678 Filed 8-18-95; 8:45 am]

BILLING CODE 4910-13-M

**Notice of Intent To Rule on Application To Impose and Use the Revenue From a Passenger Facility Charge (PFC) at Philadelphia International Airport, Philadelphia, Pennsylvania**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of intent to rule on application.

**SUMMARY:** The FAA proposes to rule and invites public comment on the application to Impose and use the revenue from a PFC at Philadelphia International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

**DATES:** Comments must be received on or before September 20, 1995.

**ADDRESSES:** Comments on this application may be mailed or delivered in triplicate to the FAA at the following address: Mr. L.W. Walsh, Manager, Harrisburg Airports District Office, 3911 Hartzdale Drive, Suite 1, Camp Hill, Pennsylvania 17011.

In addition, one copy of any comments submitted to the FAA must be mailed or delivered to Mary Rose Loney, Director of Aviation for the City of Philadelphia at the following address: Philadelphia International Airport, Terminal E, Philadelphia, Pennsylvania 19153.

Air carriers and foreign air carriers may submit copies of written comments previously provided to the City of Philadelphia under section 158.23 of Part 158.

**FOR FURTHER INFORMATION CONTACT:** Mr. L.W. Walsh, Manager Harrisburg Airports District Office, 3911 Hartzdale Drive, Suite 1, Camp Hill, Pennsylvania 17011, (717) 730-2835. The application may be reviewed in person at this same location.

**SUPPLEMENTARY INFORMATION:** The FAA proposes to rule and invites public

comment on the application to impose and use the revenue from a PFC at Philadelphia International Airport under the provisions of the Aviation Safety and Capacity Expansion Act of 1990 (Title IX of the Omnibus Budget Reconciliation Act of 1990) (Public Law 101-508) and Part 158 of the Federal Aviation Regulations (14 CFR Part 158).

On August 2, 1995, the FAA determined that the application to impose and use the revenue from a PFC submitted by the City of Philadelphia was substantially complete within the requirements of Section 158.25 of Part 158. The FAA will approve or disapprove the application, in whole or in part, no later than November 14, 1995.

The following is a brief overview of the application.

Level of the proposed PFC: \$3.00

Proposed charge effective date:

September 1, 1992

Proposed charge expiration date: August 31, 1997

Total estimated PFC revenue:

\$116,700,000

Brief description of proposed project:

Design and construction of a new commuter runway 8-26 at Philadelphia International Airport.

Class or classes of air carriers which the public agency has requested not be required to collect PFCs: Air Taxi/Commercial Operators (ACTO) Filing FAA Form 1800-31.

Any person may inspect the application in person at the FAA office listed above under **FOR FURTHER INFORMATION CONTACT** and at the FAA regional Airports office located at: Fitzgerald Federal Building, John F. Kennedy International Airport, Jamaica, New York, 11430.

In addition, any person may, upon request, inspect the application, notice and other documents germane to the application in person at the Philadelphia International Airport.

Issued in Jamaica, New York on August 14, 1995.

**Anthony P. Spera,**

*Manager, Airports Division, Eastern Region.*

[FR Doc. 95-20679 Filed 8-18-95; 8:45 am]

BILLING CODE 4910-13-M

**Airborne Supplemental Navigation Equipment Using the Global Positioning System (GPS)**

**AGENCY:** Federal Aviation Administration.

**ACTION:** Notice of availability for public comment.

**SUMMARY:** This notice announces the availability of and request comments on

a proposed Technical Standard Order pertaining to airborne supplemental navigation equipment using the global positioning system (GPS). The proposed TSO prescribes the minimum performance standards that airborne supplemental area navigation equipment using the GPS must meet to be identified with the marking "TSO-C129a."

**DATES:** Comments must identify the TSO file number and be received on or before November 14, 1995.

**ADDRESSES:** Send all comments on the proposed technical standard order to: Technical Programs and Continued Airworthiness Branch, AIR-120, Aircraft Engineering Division, Aircraft Certification Service—File No. TSO-C129a, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591. Or deliver comments to: Federal Aviation Administration, Room 804, 800 Independence Avenue SW., Washington, DC 20591.

**FOR FURTHER INFORMATION CONTACT:** Ms. Bobbie J. Smith, Technical Programs and Continued Airworthiness Branch, AIR-120, Aircraft Engineering Division, Aircraft Certification Service, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591, Telephone (202) 267-9546.

**Comments Invited**

Interested persons are invited to comment on the proposed TSO listed in this notice by submitting such written data, views, or arguments as they desire to the above specified address. Comments received on the proposed technical standard order may be examined, before and after the comment closing date, in Room 804, FAA Headquarters Building (FOB-10A), 800 Independence Avenue, SW., Washington, DC 20591, weekdays except Federal holidays, between 8:30 a.m. and 4:30 p.m. All communications received on or before the closing date for comments specified above will be considered by the Director of the Aircraft Certification Service before issuing the final TSO.

**Background**

This revision of the original version of TSO-C129 corrects typographical errors and clarifies issues that applicants found to be ambiguous. The revision also incorporates language to accommodate all deviations that have been granted since the original TSO was released in December of 1992. The only changes to requirements are that the software standard has been upgraded to